



Finnish Maritime Administration

BULLETIN No. 16/25.11.1999

**RECOMMENDATION BY THE FINNISH MARITIME ADMINISTRATION
CONCERNING PRECAUTIONS TO BE TAKEN BY SHIPPING COMPANIES
AND THEIR VESSELS WITH REGARD TO MALFUNCTION OR FAILURES
OF SHIPBOARD OR SHORE BASED SYSTEMS DUE TO THE YEAR 2000**

The Finnish Maritime Administration has issued the following recommendation concerning precautions to be taken by shipping companies and their vessels with regard to the malfunctions and failures which possibly may appear in ships' as well as in shore based computers and other electronic devices and systems which might affect the maritime safety at the turn of the century and at some other critical dates.

An account of the failures and malfunction of shipborne GPS receivers and computers has been given in FMA Bulletin 8/24.5.1999. The bulletin also contains circular letter No. 2121 of the International Maritime Organization (IMO) "Meeting on year 2000 (Y2K) problems".

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Recommendation by the Finnish Maritime Administration concerning precautions to be taken by shipping companies and their vessels and actions to be taken by ports and administrative bodies with regard to possible malfunction or failures of shipboard or shore based systems due to the year 2000 (Y2K)

Background

The International Maritime Organization (IMO) has drawn its Member States' attention to the malfunctions or failures which possibly may appear in ships' as well as in shore based computers and other electronic devices and systems which might affect the maritime safety at the turn of the century and at some other critical dates. Subsequently IMO issued to its Member States circular letter No. 2121 "Meeting on year 2000 (Y2K) problems". The circular contains recommendations for precautions to be taken with regard to the critical dates, "THE YEAR 2000 CODE OF GOOD PRACTICE", and questionnaires, "YEAR 2000 QUESTIONNAIRE". The circular has been published in the Finnish Maritime Administration Bulletin No. 8/24.5.1999.

- 1 This recommendation applies to ships with a length of 60 metres and upwards, and ships of 500 GT and upwards which during the time period between 31 December, 10.00 pm GMT and 1 January, 10.00 pm GMT are:**

- navigating in Finnish territorial waters;
- arriving at a Finnish port;
- departing from a Finnish port;
- loading or discharging in a Finnish port or at anchor in Finnish territorial waters.

- 2 Other critical dates are:**

- 28 - 29 February 2000
- 29 February – 1 March 2000
- 31 December 2000

- 3 Contingency plans**

The International Maritime Organization (IMO) has in its circular letter No. 2121 "Meeting on the year 2000 (Y2K) problems" given recommendations on the content and implementation of the contingency plans of the shipping companies and their ships, "THE YEAR 2000 CODE OF GOOD PRACTICE" and its appendices.

- 4 "Y2K compliant ships"**

- 4.1 Finnish ships**

A ship is considered to be "Y2K compliant", if the shipping company has created and implemented the contingency plan described in IMO Circular No. 2121 and submitted information hereof to the Finnish Maritime Administration. Any ship arriving in or departing from a harbour or navigating in Finnish waters shall report to the regional VTS Centre or the nearest pilot station that the ship and the shipping company have implemented the contingency plan.

RECOMMENDATION CONCERNING PRECAUTIONS TO BE TAKEN BY SHIPPING COMPANIES AND THEIR VESSELS WITH REGARD TO MALFUNCTION OR FAILURES OF SHIPBOARD OR SHORE BASED SYSTEMS DUE TO THE YEAR 2000

CORRECTION

Page 2, paragraph 1: The text should read as follows (corrections underlined):

This recommendation applies to ships with a length of 60 metres and upwards, and ships of 500 GT and upwards which during the time period between 31 December, 10.00 am GMT and 1 January, 10.00 am GMT are:

- navigating in Finnish territorial waters;
- arriving at a Finnish port;
- departing from a Finnish port;
- loading or discharging in a Finnish port or at anchor in Finnish territorial waters.

Helsinki, 30 November 1999

Jarl Andersin
Senior Maritime Inspector

4.2 **Foreign flagged ships**

A foreign flagged ship is considered to be "Y2K compliant", if its company or the master of the ship can prove in a reliable way that the contingency plan is in effect and has been implemented on board the ship.

The Finnish Maritime Administration recommends that the ships which have a contingency plan follow the recommendations under paragraphs 6 – 8, as applicable.

5 **"Y2K non-compliant ships"**

Ships which have not implemented the contingency plans recommended by IMO are considered to be "Y2K non-compliant" ships.

6 **The following recommendations apply to "Y2K non-compliant" ships**

6.1 **Open sea**

The ship's bridge and engine room shall be manned by experienced and competent personnel. In the manning, consideration should be given to possible malfunction or failures in the ship's automatic systems, which might make it necessary to by-pass the systems and switch over to manual steering or manual control of the propulsion, auxiliary or other critical machinery or equipment.

Special attention shall be paid to other traffic in the vicinity, and close quarter situations shall be avoided.

Determination of the ship's position and path shall be made using visual observations and alternative methods, like taking optical bearings and using the magnetic compass.

6.2 **Navigating in Finnish territorial waters**

Information to be communicated to the VTS centre or the nearest pilot station

A ship which is about to enter Finnish territorial waters or is about to leave a Finnish port shall inform the regional VTS centre or the nearest pilot station whether the ship has implemented the contingency plan recommended by IMO and whether the ship carries a valid Safety Management Certificate (the ISM Code).

6.3 **Pilotage and navigation in the fairways**

Ships carrying gases, chemicals or oil in bulk are not allowed to sail in the fairways.

The pilot shall be given information about the operational status and condition of all equipment essential to the safe piloting of the ship.

The bridge shall be manned with the master, watchkeeping officer, helmsman, a person who has the right to pilot the fairway in question, and, if the visibility is restricted, a lookout.

Manual steering should be applied.

Navigation shall be based on visual observations. In case of restricted visibility, the ship should be anchored at a safe place or, the ship should wait in the open sea before entering the archipelago.

At each change of course, the magnetic compass reading shall be checked.

The anchors shall be made ready for immediate lowering. The lowering station shall be manned.

The engine room/control room shall be manned with the chief engineer, watchkeeping engineer and a sufficient complement of competent personnel taking into account possible manual control of the machinery.

The frequency of fire rounds has to be increased.

The emergency generator shall be in a state of readiness and the local starting devices shall have been tested.

The crew shall be equipped with torch lights to cater for the eventuality of a blackout.

Communication between key operational sites shall be ensured.

7

Ports

Loading or discharging of ships carrying gases, chemicals or oil in bulk is not permitted.

Tank washing, ventilation or purging is not permitted.

Ships are not permitted to leave port when restricted visibility prevails.

8

Starting traffic/operations after a critical period

Special care should be taken, when equipment or systems which have been switched off or have not been used during a critical Y2K period are activated again. The function of such equipment or systems should be tested before taken into use.

Helsinki, 10 November 1999

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